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RB/OSA

Approved For Release 2002/09/03 : CIA-RDP63-00313A000500130053-5

NRO & USAF REVIEWS COMPLETED

Copy 97 of 11

23 October 1963

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MEMORANDUM FOR THE RECORD

SUBJECT: Project OXCART
(Magnitude of Security Problem)

1. This Fall will mark the fourth anniversary of "Production go-ahead" for the OXCART vehicle. During the intervening years the initial covert development of ten OXCART aircraft has expanded into a group of separate developments of far greater magnitude and complexity than was ever anticipated. Projects KEDLOCK, TAGBOARD, and EARNING, individually representing a sizeable development, have their origins in Project OXCART. Simultaneously, with increased developments, the OXCART operational readiness date has slipped. On the premise that the Project OXCART mission must be concealed the associated Projects identified above have remained under the Security cognizance and control of CIA through Project OXCART Headquarters. It is the purpose of this memorandum to outline, in summary, areas of growth which are of continuing Security significance.

2. The procurements resulting from new developments have occasioned significant increases in the following Security areas:

A. Clearances

There are currently [redacted] actively participating in Project OXCART. KEDLOCK clearances have been granted to [redacted] personnel. The increase in OXCART clearances granted is reflected as follows:

October 1960
August 1961
March 1962
August 1963



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[REDACTED]
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The current total is broken down as follows:

U.S. Government
Industry

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All Government personnel cleared for Project OXCART are aware of CIA participation; approximately five per cent (5%) of the cleared industrial personnel are aware of CIA participation.

In addition to the personnel currently participating, approximately [REDACTED] have been cleared and debriefed from the Project.

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During the past six months an average of [REDACTED] requests for OXCART clearances and [REDACTED] requests for KEDLOCK clearances have been submitted each month to Project OXCART Headquarters.

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Attachment #1 to this memorandum lists the breakdown of U.S. Government OXCART clearances by Agency.

B. Industrial Contractors

By October 1960, Project OXCART Headquarters had granted clearances to individuals within [REDACTED] Industrial firms. Currently there are personnel cleared within [REDACTED] firms.

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Full OXCART clearances (Awareness of CIA) have been granted to individuals within approximately [REDACTED] of the above firms. Security cognizance of Project activities within these facilities is maintained by [REDACTED] assigned to Project OXCART Headquarters; each facility is visited three or four times per annum for a review of personnel and physical security procedures.

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Security cognizance within the other industrial firms (wherein there is no knowledge of CIA) is maintained by Project Headquarters through prime contractor Security officers.

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[REDACTED]
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In addition to [REDACTED] firms with cleared people, there are more than [REDACTED] vendor facilities contributing to the program on an uncleared basis.

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C. Hardware Production

From the original order of ten (10) OXCART vehicles in 1960, production orders are now in being for the following vehicles:

OXCART - 10 (A-12)
KEDLOCK - 3 (AF-12)
[REDACTED]
EARNING - 31 (R-12)
TAGBOARD - 20 (DRONE)

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The industrial speculation aroused by the large procurements required to support this many aircraft constitutes a most vulnerable area.

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D. [REDACTED]

The personnel buildup at the flight test location has also greatly exceeded expectations. The latest increase has been occasioned by the decision to conduct the KEDLOCK flight test program at that location. Current manning figures predict a population of [REDACTED] personnel [REDACTED] by December 1963.

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[REDACTED] population growth is reflected as follows:

January 1961
August 1962
April 1963
August 1963

[REDACTED]
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The separation of [REDACTED] from their permanent homes and transportation of the majority of them [REDACTED] constitutes a primary area of security concern. Every effort is being made to thoroughly brief each individual before

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[redacted]
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he departs [redacted] and access to all aircraft entering [redacted] is strictly controlled by CIA Security Officers assigned at the Burbank, California [redacted] terminal points.

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In addition to the permanent personnel reflected in the above table, numerous individuals from Industry and Government visit [redacted] each month.

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3. It is indeed extraordinary that to date the existence of the OXCART vehicle and its state of development have received no compromising notoriety from the news media.

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[redacted] When feasible the Subject is interviewed and debriefed by a CIA Security Officer.

OXCART awareness has been and will be generated by four principal causes:

A. Industrial Competition

The aircraft industry, highly competitive, is generally aware of the "skunk works" activity at Burbank. Mr. C. L. "Kelly" Johnson is notorious by reputation, conspicuous by his unavailability to the industry and invariably associated with the "skunk-works," giving rise to considerable speculation about a new vehicle at LAC.

The large purchase orders already generated in support of OXCART and associated Projects represent an enormous development, recognizable within small vendor facilities and large contractor plants to sophisticated buyers and salesman.

Of increasing concern is the problem of conflicting priorities currently being encountered within many sub-contractor facilities. Small



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vendors manufacturing parts for OXCART, B-70 and TFX are experiencing difficulty in explaining slow delivery to the B-70 and TFX people. Furthermore B-70 and TFX representatives visiting vendors can observe similar hardware being manufactured for "another customer."

B. Technical Press

There have been several speculative references in Aviation periodicals to "U-2 follow ons" and "Kelly Johnson's SKUNKWORKS." However no substantive articles of a compromising nature have appeared.

Information has been received at Project OXCART Headquarters that Mr. Robert Hotz, Editor, Aviation Week is aware of the existence and nature of the Program.

C. Accidents

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D. Sightings of OXCART Vehicle

The flight lines utilized by the OXCART vehicles during test flights unavoidably, on occasion, transverse the flight lines of commercial and military jet aircraft with possible exposure of the OXCART vehicle. When the proximity is such that safety is involved and the non-OXCART pilot expresses a desire to file a "near miss report" with FAA, or if the non-OXCART pilot verbally reports an unidentifiable, exotic aircraft, procedures are activated to interview and debrief the pilot.

4. The successful concealment of Project OXCART must be attributed to the individual responsibility of the thousands of people participating and particularly to the cooperation of contributing industrial organizations.

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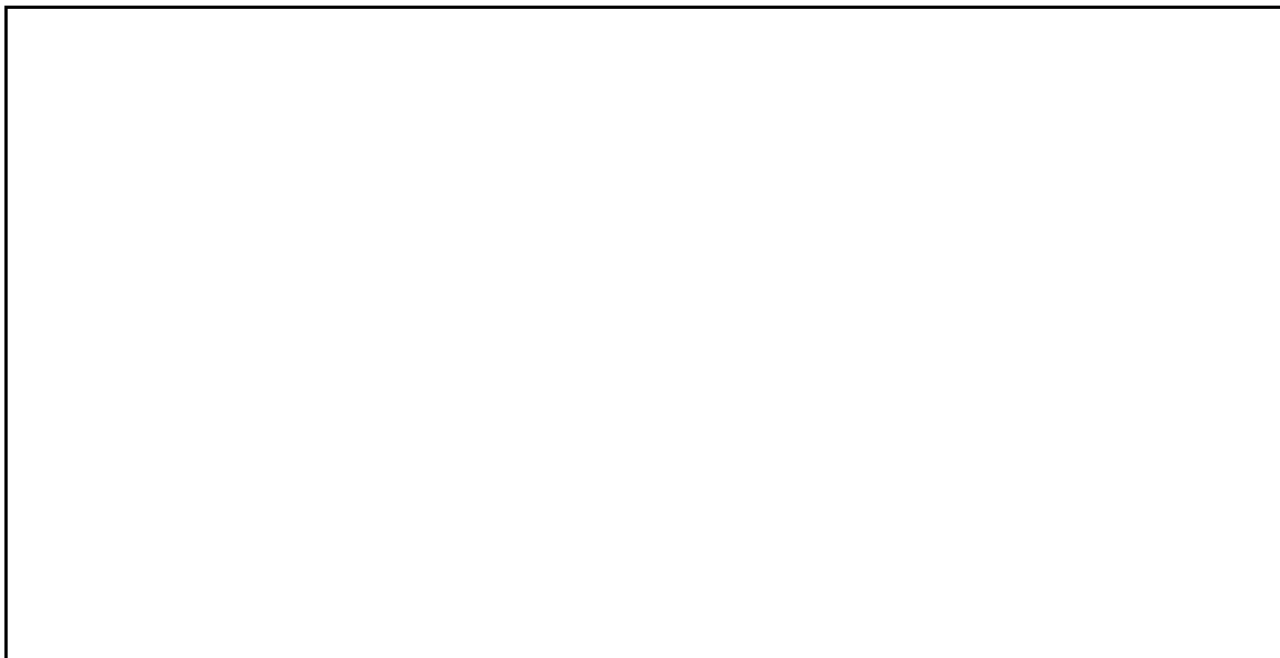
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[Redacted]

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Currently every effort is being made to rescrutinize the need to know of all Project participants both in Government and Industry. The primary concern of SS/OSA during the coming year will be the continued effort to protect the OXCART mission and compartment OXCART from Project KEDLOCK, EARNING, and TAGBOARD.

[Redacted]

Chief, Security Staff
OSA

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[Redacted]

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